

COUNTRY East Germany REPON 25X1

TOPIC Parchim Airfield 25X1

EVALUATION                      PLACE OBTAINED                      25X1

DATE OF CONTENT                      25X1

DATE OBTAINED                      DATE PREPARED 16 April 1953

REFERENCES                     

PAGES 2 ENCLOSURES (NO. & TYPE)                     

REMARKS                     

This is UNEVALUATED Information

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1. On 6 March 1953,                      the runway at Parchim airfield probably owing to heavy frost, was in poor condition. Holes had formed, particularly near the joints, and the concrete surface of the runway, which was three centimeters thick, appeared to be ruffled and heavily damaged in parts. Through its entire length, there were several cracks. On both sides of the runway, there was a concreted drainage ditch 30 to 40 cm wide and covered by concrete slabs. The drainage system appeared to be neglected, because the ditches were half filled with water.                      the runway and taxiway                      were 80 and 12 meters wide respectively. The airfield barracks were intact but neglected; the windows were broken and the furniture was missing.

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2. Near the spur track of the installation                      eight fuel containers half dug into the earth. Each of the containers had an estimated capacity of 24 cubic meters. It was planned to extend the spur track, which originated at the Parchim freight station, by 900 meters.

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3. In early March, 148 men of the Bau Union Spree were reconditioning a building of the barracks installation, which was to quarter workers of the Bau Union. They were also observed unloading materials. Improvement work at the field was controlled by Soviet Captain Smyrna (phonetic spelling) from Werder, who inspected the installation twice a week. The improvement of the airfield was classified as "special project". Negotiations on construction work were conducted with the Soviet construction headquarters at Werder, while the money required was allocated by the Directorate General, Motor Traffic and Roads, Berlin. The sum budgeted for construction work at the field was reduced by 1.5 million eastmarks to a total of 4.5 million eastmarks, allegedly in favor of the improvement of Jueterbog airfield.

4. In March,                      from a construction drawing                      the runway at the field was 2,550.5 meters long. The transverse slope of the runway varied between 0.6 and 0.9 percent. The eastern end of the runway was about six meters higher than the almost horizontal 500-meter level stretch to the west. The old runway had a surface 16 to 18 cm thick and was 80 meters wide, in part it was provided with a wearing surface of asphalt. Bomb damages had been repaired. A lengthening of this runway

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was not planned. However, it was to be provided with a new surface 15 cm thick and 70 meters wide. This surface is to be laid on top of the existing surface. Five-meter asphalt strips on both sides are to establish a smooth connection between the two surfaces. The new runway surface was to be built with 330 kg of cement per cubic meter, a compressive strength of 28 per 250 kg, and a bending and tensile strength of 43 kg per square cm. The compressive strength was the same as that of the runway at Brand airfield, which otherwise had a bending and tensile strength of only 38 kg. The German experts suggested that the new surface be laid on a two-cm layer of fine sand covered by oil paper. However, the Soviet construction headquarters in Werder planned to lay it immediately on the cracked old surface. A sum of 2.2 million eastmarks was allocated for the construction of the new runway. The taxiway was to be reconditioned in 1954.

5. It was planned to construct 40 shrapnel-proof aircraft revetments southeast of the runway and near the former hangars.
6. In mid-March construction plans for the improvement of the airfield were being examined in Werder. The chief German construction supervisor was one Mueller, who was assisted by Moritz Buchheester, formerly construction supervisor at Brand airfield. Aggregate materials and cement were to be hauled to the concrete mixing machines by rail with the help of diesel engines, while the finished concrete was to be hauled to the construction sites by special trucks having a load capacity of 2.5 cubic meters. These trucks were to be delivered by Hungary. In mid-March, the construction site was being prepared at the airfield. Construction work proper had not yet been started. A mine-locating detail was looking for hidden teller mines, because such mines had been found at the field. Concreting work was expected not to be started before mid-April. <sup>1</sup>
1. Comment. The report, which is believed to be correct, supplements previous information. The curtailment of construction work at the field in favor of the improvement of Jueterbog airfield was reported previously. Captain Smyrna was reported for the first time; he may be identical with a Captain Smirnov attached to the Soviet construction headquarters in Werder. Smirnov was observed at various airfields.

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